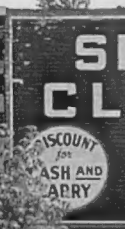


TWIN CITY LINES

SPRING 2009





TWIN CITY LINES

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The Minnesota Streetcar Museum operates the Como-Harriet Streetcar Line in Minneapolis and the Excelsior Streetcar Line in Excelsior. Its mission is to preserve Minnesota's electric railway heritage.

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CORRECTIONS AND NEW INFO

Jim Kreuzberger writes:

"Thanks much for your excellent Winter Twin City Lines—brought back many memories!! One small correction: the incline car on page 4 is crossing West 2nd Street. The cars passed at West 4th Street."

Tom Fairbairn comments:

"After reading through the Duluth article and your comments about the problems of getting down the Duluth hills safely, I got to thinking about straight-air brakes and how they work. I'm not sure there would be a problem for a well-trained motorman."

First off, air-brake cylinders have a rolling diaphragm. This prevents air leaks going past the piston, and so long as there is no change in the amount of pressure applied to the cylinder, there is no air usage. The only time air is taken from the main tanks is during application of the brakes. Therefore, once the brakes are applied and the slack taken out of the rigging, no further air is drawn from the main tanks/compressor.

A knowledgeable motorman, starting down any grade, applies just enough air to take up the slack and apply a light pressure to the brakes, just enough to maintain a controllable speed. Once that is done, the brake valve goes into the LAP position and no further air is taken from the reservoirs. At this point the compressor catches up to the top pressure. Speed of the car is controlled by applying or releasing very small amounts of air to/from the brake cylinder, using very short, quick movements of the valve

away from LAP. At all times, brake cylinder pressure is maintained and no slack is allowed. This actually requires very little air from the system. Only slight additional braking is needed to halt the car for passengers or at intersections.

When starting the car in motion, only enough air is released to allow the car to coast down the grade. Some braking is maintained, along with not allowing slack. Again, car speed is controlled with very little air required once the running speed for the slope is achieved. Brakes would never be fully released on a downgrade. This is the method motormen were taught, especially in hilly country, to prevent runaways and to reduce the amount of power eaten up by the air compressors and wear on the compressors.

In any case, so long as the brake pressure is maintained relatively constant, virtually no air is required from the reservoirs, and no compressor action is needed. And the car always has enough air to operate safely even on heavy downgrades. The worst thing a motorman can do is to "fan" the brake valve between RELEASE and APPLY passing over LAP, which wastes air and can draw down the reservoir pressures dangerously.

These same parameters apply to automatic air and hand brakes, as well, although the methods required are somewhat different. Especially with hand brakes, the motorman would wind out the slack and apply a very light brake pressure at the start of the slope. This is held by the floor detent on the brake shaft. Hand brakes are generally set up so the motorman "pushes" the handle to apply brakes rather than pulling it. Pulling the

handle requires too much strength to be effective over the long term, whereas by pushing the entire body weight goes into the application of the brakes, assisted by inertia. Therefore, the motorman can easily modulate the brake forces as needed simply by how hard he leans into the brake lever. A properly-designed brake system won't require a great deal of force to be very effective. In general, motormen would keep the slack pretty well wound out of the brake linkage so that brakes could be applied within a portion of a circle of the handle. Many cars, our #78 included, used ratcheting type handles so the application zone could be held to the push side of the circle easily, which allowed the motormen to compensate for brake shoe wear without requiring constant trips to the maintenance shed for adjustment.

I'll bet the farm that the mechanics at Duluth were very proficient at making slack adjustments and replacing brake shoes in quick time. I'm glad I don't have their job. Shoe wear on those slopes must have been tremendous! I also wish I were as proficient using the brakes as the dissertation above sounds, but there's a host of difference between knowing the process and applying it! The proficiency comes with practice, practice, practice. Full-time motormen got lots of that."

Russ Olson responds to Tom Fairbairn's comments on fenders in the Winter issue:

Page 3, right-hand column. The single-truck car fenders were developed before Thomas Lowry became involved in the finances and management of DSR. They are easily removable for changing ends as study

Front cover: This issue features the newspaper photos that were recently discovered after sitting uncatalogued for over 50 years in the collection of the Minnesota Historical Society. It's 1948 in south Minneapolis. A 4th Avenue car crosses 46th Street on its way downtown, with Field Elementary School in the distance. The street is still oil and dirt and unoccupied except for a wandering dog. Minneapolis Star-Tribune photo.

Inside front cover: A 1948 stockyard strike drew a St. Paul Pioneer Press photographer to South St. Paul, where he recorded this scene of a streetcar on Concord Street at Grand Avenue.

Minnesota Historical Society collection.

of various photographs will indicate. Under Lowry executive and financial management, Duluth Street Railway operating management appears to have had a free hand in operating decisions. Photographs show variations in equipment details from TCRT practice. Local ordinances also could have been a factor. Note that the original fender design was continued for the TCRT-built cars and into the one-man rebuilding. Choice of trucks, headlights, interior and exterior details could also be mentioned as examples of DSR local independence.

...Russ also comments on the rest of the Winter issue:

Page 11, right-hand column, middle paragraph, Birch Bluff extension. This was the extension from EXCELSIOR to Birch Bluff, most of it along the north side of the M&StL tracks. Maps indicate it would have to cross the M&StL Tonka Bay branch at Manitou Junction, which was the M&StL name for the switch from the main line to the Tonka Bay branch. Right-of-way acquisition took from December 1906 thru September 1907. Grading was completed from

September 1907 thru November 1907. Since TCRT subsidiary Minneapolis & St. Paul Suburban Ry. leased the M&StL October 1, 1907, the negotiations for a crossing agreement apparently instead resulted in a lease agreement. Probably this was why no track laying was undertaken during late 1907.

Page 16, excursion boats scuttled. They were not scuttled. EXCELSIOR was burned in a public spectacular in 1910. PURITAN and PLYMOUTH were dismantled during 1915-1916 after express boat EXCELSIOR II was completed. (MAYFLOWER was dismantled during December 1916 with its engine rumored to have been installed in tugboat HERCULES.) So PURITAN and PLYMOUTH could have been used as spares for the express boats 1911-1915.

Page 22, baggage service. Car 789 (ex-St Paul & White Bear RR) was rebuilt April 1906 (completed May 1) into a baggage car for the Lake Minnetonka line. Delivery Car #1 was

completed 11-9-1905, apparently for use as a Supply Car. In May 1909 it was converted into Baggage Car 34 for the Lake Minnetonka line; at that time it received Baldwin #4 trucks, 4 GE 57 motors and K-14 controller (which motors and controller could have come from one of the 775-778 series cars of the Stillwater Division being replaced by some of 1146-1163 being upgraded from GE 87/Type M to GE 73/Type M).

Page 22, double end cars for the "Early Bird". Not probable. The first were 897-899 rebuilt July 1910 for the Robbinsdale and Camden Extension lines. 813 was next November 1911 for the Johnson St. line. Then 875-876 in June 1916 for the Randolph Extension. These cars all had GE 67 (38 h.p.) motors geared for around 25 mph ("slow" cars). The timetable leave-arrive times and elapsed running times

indicate this run was the same as all the other runs on the timetable so had to have used suburban cars. Also these double end cars had gates only on the gate side (no gates or doors on the pole side) and all longitudinal seats. Think through the maneuvers of single-end car versus double-end car getting into and out of Hopkins and you can see there would be no labor advantages. Plus the operational effects of operating a plodding "slow" car on just one run and swapping it for a suburban car when it arrived back in Minneapolis. Easiest method was to use a regular suburban car."

The Fall 2008 TCL story on carrying the mail speculated that mail carriers boarded at the Minneapolis Main Post Office on 1st Street. Soon thereafter, a photo of that very thing surfaced among the uncatalogued newspaper



Excerpt from Lake Minnetonka map showing the Birch Bluff extension that was never built.
Darel Leipold collection



Mail carriers board at 1st and Marquette.
Minneapolis Star-Tribune photo,
Minnesota Historical Society collection



600-class cars carrying mail boxes at Robert and 6th Street in 1899. Minnesota Historical Society collection

negatives at the Minnesota Historical Society. The Editor also found another 1890s view of streetcars carrying portable mailboxes in the MSM collection. Here they are.

MSM NEWS SUMMARY

See *Streetcar Currents* for the full story (www.trolleyride.org)

Despite a weakening economy, MSM saw a slight ridership increase in 2008 over 2007. The year ended with over \$190,000 in the museum's bank accounts, although much of that will be spent this year on the Isaacs Car barn fire suppression system and the restoration of Winona #10. The Annual Appeal has brought in over \$14,000. The Winona #10 restoration has been bolstered by a \$5000 grant from the 20th Century Electric Railway Foundation, \$2000 from the Onan family Foundation and \$1000 from the Linden Hills Neighborhood Council.

The restoration of Winona #10 progresses. It had folding steps that were manually actuated with the doors by the operator. The original components are long-gone. Volunteers have been replicating the many parts that make up the mechanism. Seat frames and slats have been fabricated and are being sanded and finished. The original builders added full width steel end straps, resulting in a unitized bench seat. Hot rolled steel straps have been sheared, de-burred, drilled and countersunk to accept wood screws. Cooperative Plating of St. Paul liked our story—perhaps the part about TCRT's Snelling Shops being located a block from their facility—and graciously consented to prep and zinc plate 37 straps at no cost, thus improving paint adhesion and assuring that scars will never result in rust. Walk-over seat hardware is also progressing. A number of 5/8" cold drawn steel rods are being machined at Lake Harriet, which consists of facing the ends and boring

cross holes at precise locations.

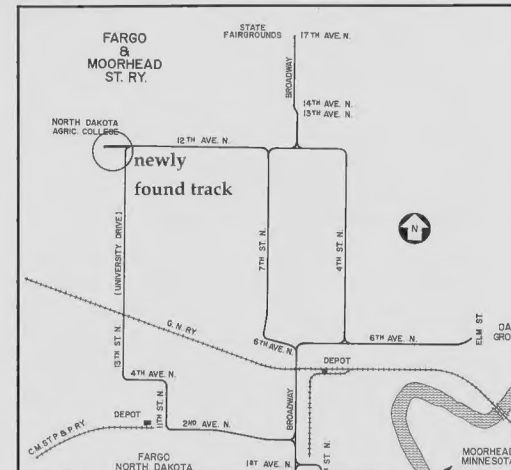
Merchandise sales brought in \$17,000 in 2008. A new item for this year is an 11x34 inch poster reproduction of a colorful 1909 Twin Cities streetcar system map.

FARGO STREETCAR TRACKS UNCOVERED

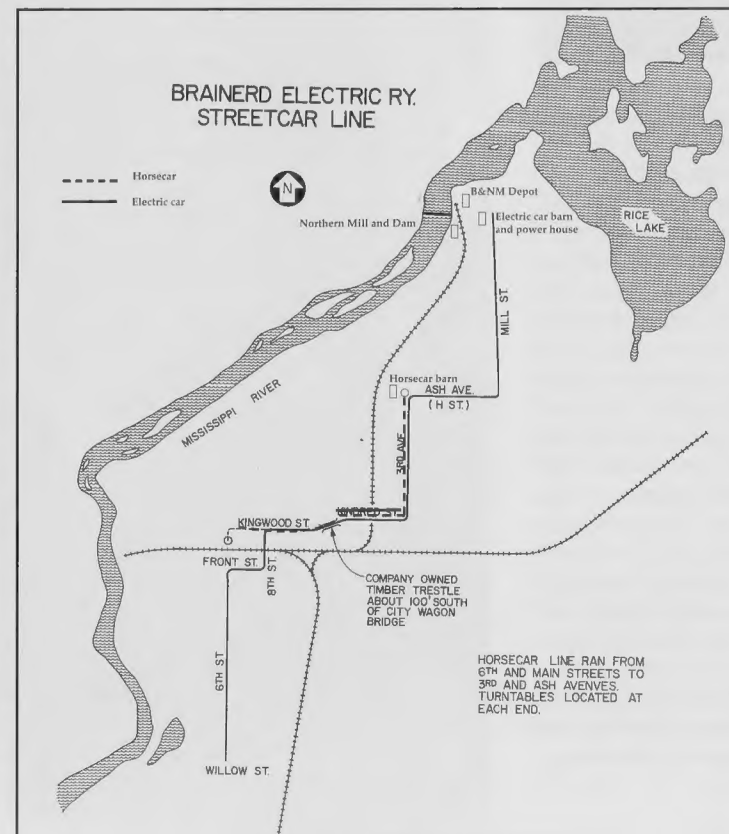
Mark Piehl, Curator of the Clay County Historical Society in Moorhead, reports that a recent Fargo street construction project has uncovered streetcar tracks unused since 1937. Furthermore, the construction has revealed track on 12th Avenue N. that was previously not known to exist. Previously it was thought that the track on 12th Avenue N. extended only as far west as University Drive, where it turned south. Now we know that the track extended at least 60 feet west of



Unearthed streetcar track in Fargo's 12th Avenue. Mark Piehl photo.



University Drive, near the center of the older portion of the North Dakota State University campus. It was probably used for boarding extra cars to the campus, perhaps for occasions such as football games.



BRAINERD'S STREETCARS

By John C. Luecke

The construction of the Brainerd & Northern Minnesota's new line north out of Brainerd in turn spawned the incorporation of the Brainerd Electric Street Railway Company in March of 1892. While the population of Brainerd had risen to 5703 souls in 1890 (7500 in 1900), this population alone would have been hard pressed to support a streetcar line in the city. The B&NM provided the needed impetus.

The idea of a street railway was not new to Brainerd and indeed the Brainerd Electric Street Railway Company was a revitalization of a scheme which had lain dormant for four years. The Brainerd Street Railway had its very beginnings on 20 October 1885 when C. F. Kindred was granted franchises to build and operate a horse-

drawn streetcar line within the city. The line was built during 1886-87 from a turntable near the Northern Pacific's Headquarters hotel-depot, north one block, passing the Kindred House, then east on Kingwood, across the city's wagon-bridge over the ravine to Kindred Street where a passing siding was laid out. From there the line continued to a second turntable at the end of the line near the middle of Ash Avenue and Third Avenue. The



Photos of the Brainerd streetcars are rare. This one manages to capture in one picture all four cars, the carbarn and power house and the company's management. Crow Wing County Historical Society collection

company's horse barn was on the corner of Ash and Third Avenues. Plans were made to extend the line to the site of the new dam across the Mississippi River, but these were never prosecuted.

A major setback came to the horsecar line in June of 1888 when the Villard Hotel, the anchor for the company's trade, was consumed by fire. From then on the 1.5 mile line did not fare well and by 1888, Kindred's company went into receivership and he left Brainerd for Philadelphia in disgust. The line lay dormant for a time and on 1 April 1889, the city ordered the rails removed for one block at either side of the bridge over the ravine. Finally the Brainerd Street Commissioner ordered the rails taken up wherever they interfered with travel or construction and stockpiled in the old horse barn.

While the collapse of the Kindred line would seem to have crushed the prospects of ever obtaining a

viable street railway, such a demise was not in the cards, at least not yet. On 21 June 1889 the city council granted a 25-year franchise for a new narrow gauge street railway to J. N. Nevers, H. J. Spencer and Hy Spaulding of Brainerd. On 5 January 1890 the completion date of 31 December 1891 was set. This trio of businessmen appear to have had no desire to build and operate this public utility and became involved in the idea only to sell the franchise to others. In 1892, Charles N. Parker arrived as a likely candidate.

Parker's interest in the street railway stemmed from his realization that neither the NP or the B&NM had made any provisions for carrying passengers over the three miles between their respective depots. The physical



Small single truck streetcars didn't handle snow well. Crow Wing County Historical Society collection



The power house was located next to the sawmill, so its boiler could be fueled with scrap wood, piled in the foreground. Crow Wing County Historical Society collection.

Below: This is the company's trestle that spanned the ravine on the north side of town. The car has had its vestibules enclosed, as required by state law.



connection was in place after the NP extended its Schwartz brick yard spur to the new mill site on the north side of town, but no plans were made to operate a passenger connection between the two terminals. Parker's foresight told him that some kind of connection was necessary and that the street railway was just the tool for the job. Legal wrangling followed. Mayor Hagberg pushed the issue of the line being electrified rather than horse drawn. Parker then requested that he be allowed to purchase the city's power plant but this cost cutting bid failed. On 17 September 1892 the city council overrode the Mayor's veto and Parker was given a thirty year franchise to operate the Brainerd Electric Street Railway Company, which was to be completed by 1 July 1893.

The route began at Willow and South 6th and proceeded north to Front Street where it turned east.

Running east to Eighth Street the line again turned north to Kingwood and then east once more to the ravine. Rather than put up with joint occupancy of the city's wagon bridge, Parker chose to construct his own crossing about 100 feet to the south. From the bridge the line proceeded to Third Avenue where it again turned north to H Street, then east on Ash to Mill, then finally north on Mill to the B&NM for a total of four miles of trackage.

Here the company built its carbarn and power plant and made connections to the B&NM's depot facilities. In an effort to muster additional patrons for the electric line, Parker also began development of a new block of brick business buildings. The city showed continued support for the project by donating an acre of land "in the southeast corner of lot 4, section 18" for the power house. The specifics concerning the line's terminal and power house were soon announced.

16 September 1892 Brainerd Dispatch

"The power house will be built as closely to the new mill as possible, so as to use the refuse matter of the mill for fuel. Power will be furnished by a 100 horse-power generator which will be propelled by a 125 horse-power engine, two boilers each of 120 horse-power capacity furnishing steam. The track will be laid with forty-pound steel rails. Mr. Parker will not use the wagon bridge over the ravine but will build a trestle expressly for the street car track. He will put on four motors (streetcars) at once but will have the power to propel more than double that number. The length of the line will be nearly four miles and Mr. Parker confidently assures us that it will built and in operation in forty-five days. The entire cost of the system will be in the neighborhood of \$50,000. Mr. Parker will take personal charge of putting in the system himself and expects to save a great deal thereby."

14 October 1892 Brainerd Dispatch

"The Electric Line—The bids were opened on a contract awarded yesterday for the construction of the power house and the bridge across the ravine for the electric street car line. The power house is to be 40x40 solid brick and Mr. C. Rasmueson secured the contract for \$1200. The bridge contract was let to Fogelstrom & Falconer for \$2849. The work will be pushed rapidly to completion. The engine for the power house arrived on Monday last, and the rails have been shipped and will probably be here by next Monday at the latest. The ties and poles are being distributed along the line and the work of placing them in position will be commenced in a few days. The track is to be standard gauge."

The work of spiking down the rails was underway by mid-October and on the 27th of the same month the last trolley poles had been set. The "engine and boiler" made their arrival late in the month but their installation was delayed by the simple fact that the power house was not yet completed. The first week of November brought the graders to the ravine bridge and the railhead would have been laid to that point had it not been for a delay in getting track supplies.

Mr. Parker now entered into additional discussions with officials. Parker submitted a proposition asking the city to sell him the city electric plant for \$16,000. Parker would then be in a position to provide power to both the city and his electric railroad. He also noted that this transaction would allow him to provide transportation to the general public at a cheaper rate than if he only had his own power plant. The city officials rejected his proposition.

Progress slowed throughout the remainder of the year but the company did manage to complete most of its trackage including the bridge across the ravine. The power plant was completed and the machinery installed by the

second week of the new year and the blame for continued delay fell to a lack of trolley wire. This shortcoming was long in duration and it was not until mid-April that shipments arrived and crews began stringing overhead wire. This process took about a month and on 11 May 1893 the first trip was made over the line.

12 May 1893 Brainerd Dispatch

"The First Run—The first car was run over the electric street car line yesterday immediately after dinner. The trip was entirely satisfactory and was made in 16 minutes. The cars will begin their regular trips on Sunday morning and a car will pass every twenty minutes. The cars are as fine and as nicely furnished as any manufactured and presented a novel sight as they moved rapidly over the line. The streets were filled with people to see the first car."

The Brainerd Electric Street Railway, like its predecessor, led but a short existence. Traffic between the two railroads was never heavy, but summertime rushes of picnickers traveling to Gilbert Lake helped support the company. The street railway was never financially successful, operating at or just slightly above the breakeven point. By 1898 the line's best days were behind it. Once again Parker's foresight served him well, as he realized that the lumbering industry in Brainerd was on the decline and this downturn would bring even harder times to his street railway. By the early spring of 1898, Parker had had enough and prepared to close down operations and remove the line.

6 May 1898 Brainerd Dispatch

"F. S. Parker informs the Dispatch that work will be commenced the coming week on the removal of the electric street car line. Mr. Parker thinks it will take about a month to take the rails and ties up and remove the overhead work and store it."



Despite some local protest, Parker began abandoning the streetcar line in May. Nature soon stepped in and crushed any hope of revitalizing the property on 2 June 1898 when a storm packing tornadic winds blasted through Brainerd. The winds did severe damage to the entire town but also managed to hit the streetcar line where it was most vulnerable, destroying both the city's wagon bridge and the street car line's trestle over the ravine.

Despite plans and efforts to rebuild, including a return to the joint wagon/streetcar bridge concept, the street railway's marginal financial situation doomed every effort. Parker sold the company's power house and other facilities during the course of the next few months and left Brainerd. On 26 May 1899, a year after the abandonment of the line had begun, the final remnants of the Brainerd Electric Street Railway were taken out of storage and shipped to the transit system in Duluth.

This article was excerpted with permission from John C. Luecke's book, The Northern Pacific in Minnesota. Copies of his Minnesota railroad books are available through his website, www.comoshops.com.

RECOVERING THE LOST NEWSPAPER PHOTOS

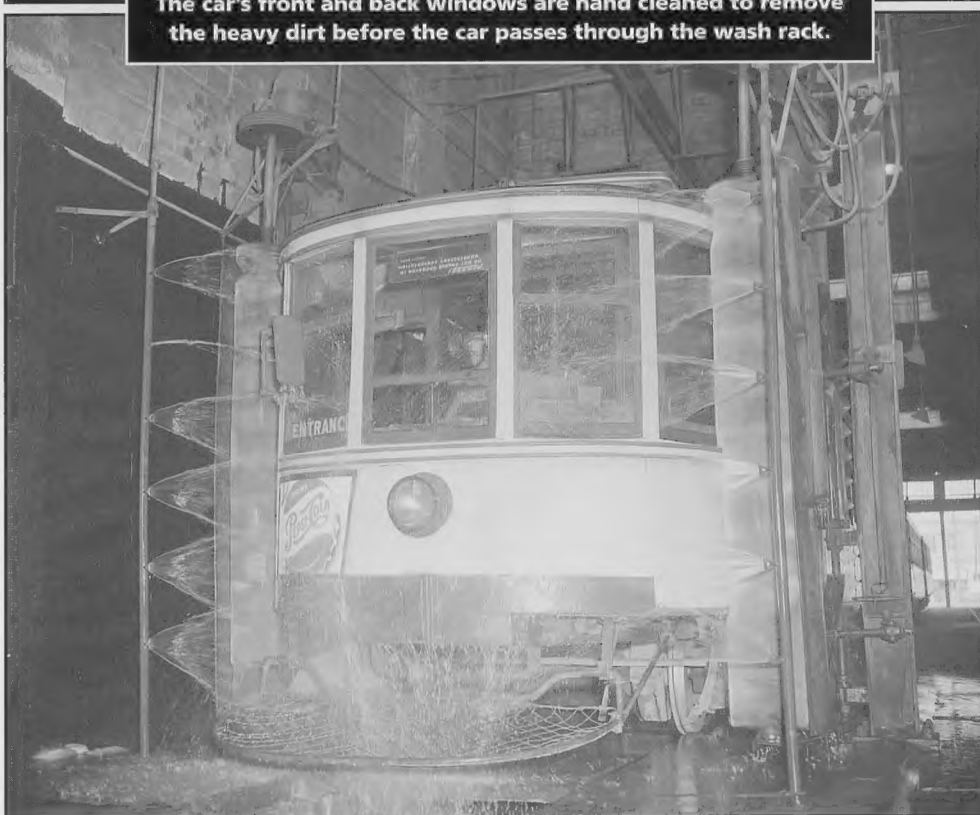
-Aaron Isaacs

The Minnesota Historical Society has many boxes of uncatalogued newspaper negatives from the St. Paul Dispatch-Pioneer Press and the Minneapolis Star-Tribune. For years I've been doing the tedious work of looking through those boxes for streetcar and railroad photos. Some were published in the Minnegazette, but most have not been seen for over half a century. My search through the St. Paul photos from 1947 to 1954 is complete and I've also done the 1936-1953 Minneapolis photos, with 1954 left to go. They'll be finished this year.

Finding the photos is not the same as acquiring them for the MSM archive.



The car's front and back windows are hand cleaned to remove the heavy dirt before the car passes through the wash rack.



The cars were swept daily. Every month or so they received a thorough "general cleaning" where all surfaces were wiped down.

Buying copies for \$15 apiece from MHS was more than we could afford. Instead I made a deal to scan and catalogue the negatives into the MHS computer system. In exchange, MSM gets a free, high-resolution digital copy. Beginning last fall, I've scanned over 250 photos, and probably have another 50 left to do. What you see is a sample, grouped into small photo stories. Look for more in future issues of TCL.

Streetcar cleaning

Keeping the streetcars clean was a major undertaking. Until the late 1940s, when mechanical wash racks were installed, the exteriors were hand washed. The interiors were swept regularly. Every few weeks, the interiors received a "general cleaning", where all the surfaces were washed. These photos taken at Snelling Station are the first we've found of the whole cleaning process.

Hose jumpers

We always knew that TCRT (and every other streetcar system) employed hose jumpers to keep the cars running despite fire hoses laid across the tracks. Yet we had no photos of them being deployed. Well, now we do.



Here is what happened when no hose jumper was available. The Chicago-Penn-Fremont line is blocked by hoses at the intersection of 7th Street and 3rd Avenue N., backing cars up onto the 7th Street viaduct over the Great Northern and Minneapolis & St. Louis.



This page and opposite bottom: A hose jumper is deployed on Hennepin Avenue between 4th and 5th Streets. These photos answer who supplied the hose jumpers—TCRT, not the fire department. TCRT employees are moving it into place. That's a TCRT service truck next to the PCC at left, so presumably it transported the hose jumper, probably from East Side Station.



Windy day at 4th & Wabasha

The intersection of 4th and Wabasha shows up frequently in the Pioneer Press negatives, because it was only a block from the newspaper's offices. When there was any kind of weather-related story (snow, heavy rain, etc.), 4th and Wabasha was as good a place to photograph as any. Happily, it was also where the Selby-Lake, Dale-Phalen and Grand-Mississippi lines on 4th Street crossed the Hamline-Cherokee and Rondo-Stryker (a bus as of 1948) on Wabasha.

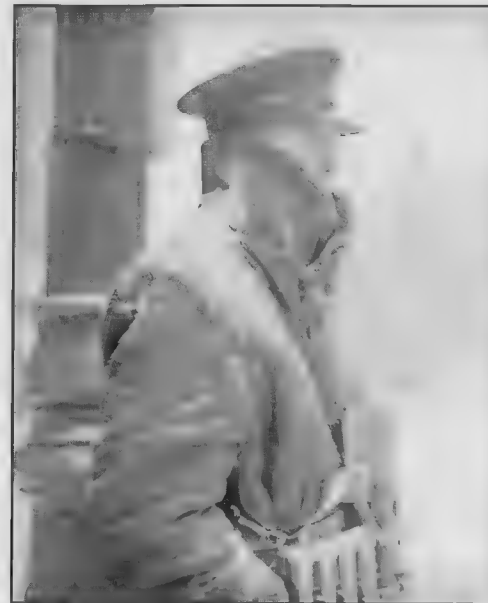




Fans pour through the gates of Lexington Ball Park to attend a St. Paul Saints day game, as a PCC passes on University Avenue.



As delivered, the PCCs had a conductor's station and farebox located just inside the rear door. This was later replaced with an additional seat.



Fare collection options

Despite an aggressive program to eliminate conductors that began in the 1930s, TCRT purchased PCC cars with conductor stations and fare boxes inside the rear doors. These were later removed. Although eliminating conductors reduced costs, it also created operational headaches when large crowds boarded, especially downtown. Taking several minutes to collect fares through a single door caused multi-car backups on streets where PM rush hour cars were scheduled a minute or two apart. The solution was to station conductors at the heaviest downtown stops, where they would collect fares before the passengers boarded, thus permitting board through the front and rear doors.



By 1950, with most of the on-car conductors gone, TCRT had resorted to stationing conductors with portable fareboxes at major downtown stops on 5th Street and Marquette Avenue.

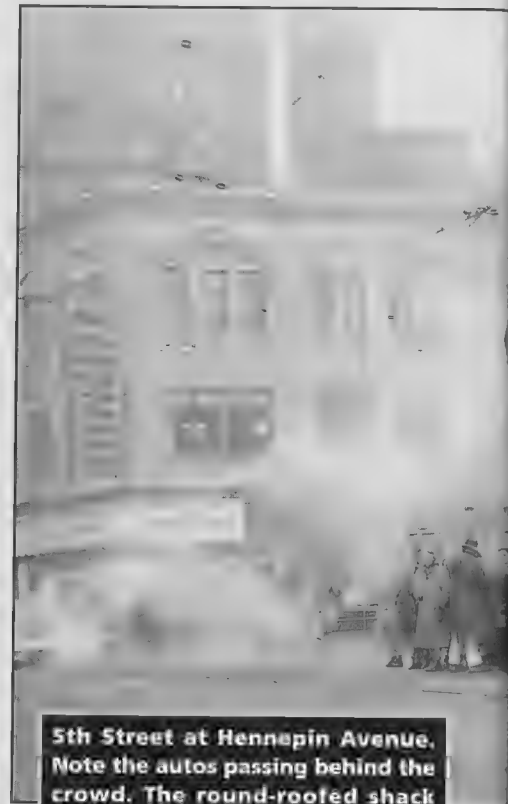


Until the rear door conductor stations were removed, having fareboxes inside both the front and rear doors speeded boarding considerably at major stops like 5th and Marquette on the St. Paul-Minneapolis line in 1947.





During rush hour, there were crowds of waiting passengers standing in traffic, protected inadequately by "Safety Zone" signs. Above: Looking down on Hennepin Avenue at 7th Street.



5th Street at Hennepin Avenue. Note the autos passing behind the crowd. The round-roofed shack houses the TCRT starter who monitored the streetcars passing this intersection and did what he could to keep them on schedule.

Safety islands

As automobile proliferation, boarding streetcars in the middle of the street became more and more hazardous. In downtown there were literally crowds standing out in traffic. The city placed simple "Safety Zone" signs out in the street in a rather naïve attempt to protect them. It wasn't enough. The next step was to build raised concrete safety islands in the street. What no one anticipated, of course, is that autos are capable of crashing into anything that happens to be in the street. The logical next step, which indeed proved effective, was to place heavy, rounded bull noses at the ends of the island. As the photo at upper right shows, they worked.



This bullnose did exactly what its designers intended, protecting waiting passengers from serious injury or death. This particular island was on University Avenue in St. Paul. So far the Editor has discovered two additional photos of almost identical crashes.



One of the earliest installations of safety islands was on Hennepin Avenue in front of the Great Northern depot. In May 1952, apparently oblivious to the pending abandonment of the streetcars, they were replaced by new bull-nosed islands. It also looks like the track was rebuilt.



TCRT Superintendent Frank Morgan (at left) inspects the work of a Snelling Shops crew returning a car to operating condition.



Returned to service

TCRT began selling off its PCC cars in 1953. By late in the year, so many had left the property that it created a shortage of operational cars. It was necessary to reach into the dead line and revive enough of them to cover the last seven months before final abandonment in 1954.

CITY STREETCAR INSPECTOR

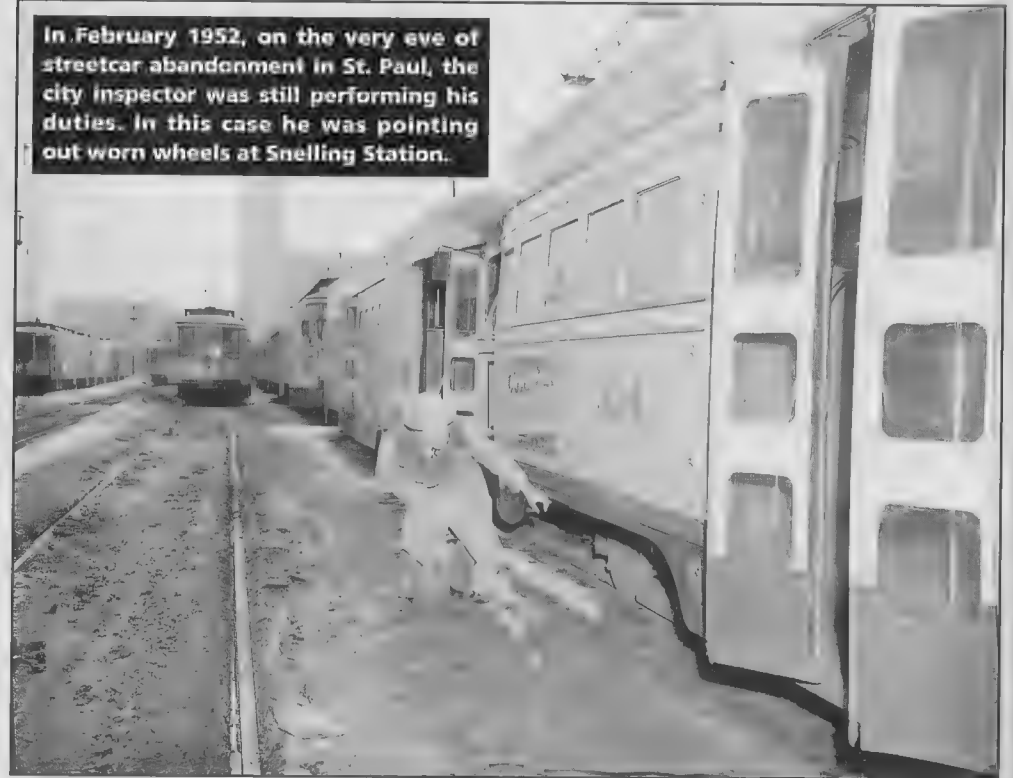
TCRT was obliged to provide service under the terms of its municipal franchises. The cities employed inspectors to report on compliance. What follows is an August 1911 report to the St. Paul Mayor Herbert P. Keller from Street Car Inspector D. H. Harvey. It's from the Minnesota Historical Society's collection. As the report makes clear, TCRT was having a hard time keeping up with rapidly increasing ridership.

Dear Sir:- I desire to submit to you the following report as supplemental to my report of May 8th. Careful checking of the various St. Paul street railway lines in the interval since that time confirms the statements made then. It further shows, however, that while some of the inadequacies pointed out at that time have been remedied to some extent, in other directions there has been little or no effort to better service conditions and many of the criticisms still apply.

St. Paul-Minneapolis Line. (Interurban)

In my previous report I stated that probably 50 percent of the cars on this line carry more than the seating can hold and that during rush hours sometimes as many as 135 passengers have been counted on one car whose seating capacity is 48. This condition still obtains and there has been no increase in the number of cars although

In February 1952, on the very eve of streetcar abandonment in St. Paul, the city inspector was still performing his duties. In this case he was pointing out worn wheels at Snelling Station.



on account of the summer season there has been a general increase in the business of the company. In special instances where large crowds are expected, such as circuses and ball games, extra cars have been provided and in such cases the service has been fairly good.

Selby-Lake Line

The Selby-Lake cars check fairly well as to schedule and regularity. During rush hours there is much overcrowding, cars sometimes carrying as many as 135 passengers. To some extent this is the fault of the public. There is a universal tendency to take the first car in sight, no matter how crowded it is even when there may be a partially filled car on the same line not a block behind. Many of the extra cars on this line run "to Snelling only" and passengers who live nearer downtown than Snelling Avenue could use these cars to advantage but in many cases they pass up a partially filled extra marked to Snelling Avenue and wait for the regular Selby Lake car which is already loaded with passengers bound for points beyond Snelling Avenue. The use of the extra cars by those who live nearer than Snelling would relieve the through cars both as to crowding and as to frequent stops to discharge local passengers.

In my last report I made mention of the failure of the Merriam Park cars (branching off Selby Avenue at Prior Avenue to University Avenue) to observe proper intervals between the Selby Lake cars. There has been no improvement along this line and the condition is one which lays the operation of the Merriam Park cars open to serious criticism. In some cases the crews of these cars have been known to deliberately wait for a Selby-Lake car to precede them and then follow immediately behind them, thus avoiding the frequent stops to take on and discharge passengers. If these cars

In 1911, the St. Paul streetcar inspector's city looked like this. The camera is facing east on 5th Street from Wabasha, with the old city hall at right. Gibson-Wright photo, Minnesota Historical Society collection.



were run at regular intervals between the Selby-Lake cars instead of directly following them it would relieve much of the congestion, would keep the service more speedy and satisfactory and enable the Merriam Park cars to do the local work for which they are properly fitted.

Snelling-Minnehaha (Downtown Minneapolis to downtown St. Paul via Fort Snelling, then on to East 7th Street and Duluth Avenue)

In my last report I stated that the service of the Snelling-Minnehaha line is poor in practically every respect. Careful checking of this line since then has served to merely accentuate this

fact. The cars are dirty and poorly kept and there has been no improvement over the conditions described heretofore. East of Hope Street, where the Randolph-Hope cars leave Seventh Street, the service is particularly poor and many passengers walk from Forest Street, which is four blocks east of Hope Street, to Hope Street, rather than trust to the irregular service of the Snelling-Minnehaha line.

Apparently little attempt is made to maintain schedules and although cars are provided sufficient for a ten-minute service, there are frequent intervals of as much as 19 minutes between cars with consequent bunching at other times. As an illustration of the poor service on

this line a special case may be cited. On the afternoon of June 16, 1911, the regular Snelling-Minnehaha cars were delayed from 5:35 o'clock until 6:14 o'clock and when service was resumed the eastbound cars were turned back at Broadway (the east edge of downtown St. Paul) in an effort to get the schedule straightened out. These cars should have been allowed to go straight through to Duluth Avenue since the matter of holding certain cars to certain times of leaving and arriving concerns only the company and its employees and not the general public. As a result of this action only the extra cars went through to Duluth Avenue and many passengers were forced to wait from

fifteen to twenty minutes in the rain until the schedules were restored in a manner to suit the officials in immediate charge of the running of the cars.

The Snelling-Minnehaha cars are not even required to leave the barns on time and in numerous instances I have watched the crews deliberately sit idle until after starting time without any protest or interference from the starter whose business it is to see that they perform their duties properly.

Como-Harriet Line

The Como Harriet line is greatly congested during rush hours and not enough extra cars are run to accommodate the crowds. It is a matter of frequent occurrence for these cars to be loaded to absolute capacity before leaving the loop and it is not uncommon for them to pass Ninth and Wabasha Streets, northward bound, without stopping as they are unable to take on any more passengers. This means considerable delays and calls attention to the need for more cars during the rush hours.



A Como-Harriet car on Como Avenue at about Farrington

Hamline-Union Depot Line

The conditions on the Hamline line are very similar to those on the Como-Harriet just described. In my previous report I called attention to the fact that in the suburbs there was a tendency for these cars to get bunched, causing unnecessary delays. This condition has to some extent been remedied.

South St. Paul and Inver Grove

This line shows some improvement since my last report in that the Concord cars, which are in reality extras, are run at better intervals between the regular cars. The service is hampered, however, by an insufficient number of cars resulting in overcrowding and delays. The addition of a few more cars during the rush hours would leave less ground for the many complaints which are now heard from those compelled to patronize this line.



Rice and State; Rondo-Maria; Randolph-Hope

There has been practically no change in the service on these lines since my last report. During the rush hours there is inadequate service on Rice Street and on the Randolph-Hope cars west bound from Wabasha. The same thing is true of the Rondo-Maria cars east bound from Wabasha.

Payne Avenue

Service on the Payne Avenue line is inadequate during the rush hours. A number of extra cars are used but not enough to accommodate the crowds which patronize this line. There is also

a tendency for these extras to become bunched which prevents the best results in handling the immense amount of business which falls t this line during the late afternoon rush hours.

Mississippi and West St. Paul (Smith Avenue)

Only one extra car is now on this line during rush hours. The regular service is 12 minutes which is fairly well maintained although on occasions the intervals are as much as 17 minutes.



In 1912 the Rondo Avenue line was extended to Griggs Street to reach Concordia College.
Concordia University collection

Hazel Park Line

Hazel Park cars are supposed to run at 15 minute intervals but there is justifiable complaint of the manner in which the schedule is maintained. More frequently than otherwise they run from 3 to 7 minutes ahead of the Stillwater cars and many passengers prefer under these circumstances to wait for the regular Stillwater cars. The contention has been made that the Hazel Park cars are not well patronized but I am convinced that at least one reason for this is the irregular manner in which they have been run and that a regular and dependable 15 minute service would result in increased patronage.

In concluding this report I take the liberty of making the following suggestions and recommendations for what I believe to be the good of the service from the standpoint of the general public:

A better after-theatre service is needed on all the lines. As it is as present, theatre patrons are compelled in some instances to wait half an hour

for cars which are not overcrowded. An extra car which might follow the regular car would do much toward relieving this situation. This suggestion is particularly applicable to the Seventh Street and South St. Paul lines.

I would recommend that if possible some better system of transfers be devised between the Selby Lake and Grand Avenue Lines and the Stillwater,

Rondo-Maria and Payne Avenue lines. Under the present system passengers must walk three blocks (4th Street to 7th Street) at the nearest point between the lines. In bad weather this is a great inconvenience especially in the case of women and children and with the old, the infirm and all not in robust physical condition. If some system could be devised whereby a transfer to



This photo is clearly from St. Paul in the 1911 period, but its exact location is something of a mystery. The destination sign says Grand & Groveland, so the first guess was the crossing of the Milwaukee Road Short Line. However, old plat maps show the railroad passing under Grand Avenue as early as the 1890s, and the curve of the railroad is too sharp to be the Short Line. The second guess is Mississippi Street crossing over the Soo Line's downtown St. Paul extension at Cayuga Street. The curve looks right, and the railroad was built through here in 1909. However, the current bridge looks different and the Grand Avenue line wasn't through-routed with Mississippi Street until 1939. Then again, maybe the destination sign is wrong.



In his report, the city inspector was critical of TCRT for not getting its trainmen to pullout on time, thus throwing off line schedules. We don't have a photo that documents this mis-behavior, but perhaps this casual grouping at Snelling Station will suffice. Dave French collection

THE MOTORMAN'S GRIP

When a streetcar pulled in to the station at the end of a run, the motorman was responsible for noting any defects on this report. Handed in with his trip sheet, the Car Defect Report was given to the shop foreman, who assigned a shopman to make the necessary repairs and sign off at the bottom, hopefully before the next scheduled pullout.

the Seventh Street line at Seven Corners could be followed by a transfer to one of the lines mentioned it would be a great public convenience and it is difficult to see where such an arrangement would work to the disadvantage of the street car company.

I would strongly recommend that the Merriam Park cars observe better intervals between the Selby Lake cars as it would mean a great improvement in the service and a convenience to the public.

I desire to call attention to the dangerous crossings of East Seventh Street between Margaret and Minnehaha Streets. East bound cars frequently race down this hill at a dangerous rate of speed and it is cause for wonder that more and serious accidents have not happened between these points. Probably the greatest danger of such trouble exists at the point where Minnehaha and Mendota Streets cross East Seventh.

A large number of people whose employment makes it necessary to be at work early in the morning would be greatly inconvenienced by an arrangement to provide more cars on the Grand Avenue Line between the hours of 5 and 7 o'clock A.M. The present service between those hours is inadequate and the long intervals between cars form a source of serious inconvenience to this class of passengers.

I have not taken up the issue of the ventilation of the cars at this time as during warm weather the windows are open practically all the time and the ventilating problem therefore takes care of itself.

Respectfully submitted,
D. H. Harvey, Street Car Inspector

Form 552

CAR DEFECT REPORT

CAR NO..... DATE..... 19.....

STATION..... A.M. or P.M.

AIR SYSTEM	PUMP	PRESSURE	WHISTLE	GONG
	FRONT AIR VALVE	AUXILIARY VALVE	REAR AIR VALVE	
BRAKES	SLACK	TIGHT	SLOW	HAND BRAKE
BELLS	ELECTRIC	BUZZER	BUTTONS	OVERHEAD
	CORD			
POWER SYSTEM	RESISTANCE	LINE BREAKER	CONTROLLER ROUGH	CONTROLLER DRY
POWER SYSTEM	MOTOR TROUBLE	REAR END CONTROL	CONTR. FINGERS B.O.	

DOORS AND GATES	B. O.	TROLLEY	B. O.	TRUCKS	B. O.
FRONT		TROLLEY POLE		FLAT WHEELS	
REAR		RETRIEVER		NOISY TRUCK	
BULK HEAD		TROLLEY WHEEL		HOT JOURNAL	
PLUNGER		HEATING SYSTEM		GEARS	
DAMAGED DOORS		ELEC. HEATERS		LIGHTS	
BROKEN WINDOWS		FIRE OUT		INSIDE	
SENS. EDGE		CASSY CAR		HEAD LIGHT	
SENS. EDGE SW.		DAMPER		TAIL LIGHT	
WINDOWS SIGNS		CAR WILL NOT HEAT		FARE BOX	
MIRRORS		BODY DAMAGE		GUARD RAIL	
WINDOW DIRTY		BROOM		HAND STRAPS	
FROST SHIELD		WIRE PICK-UP		SCRAPERS	
SCREEN		OPERATORS SEAT		SEATS	
INSIDE MIRROR		CAMEL BACK		FRONT STEPS	
OUTSIDE MIRROR		CURTAINS		REAR STEPS	
FRONT SIGN		DIRTY CAR		VENTILATORS	
GATE SIGN		DRAW BAR		WIND SHIELD WIPER	
POLE SIGN		SAND		1ST OPERATOR	
ENTRANCE SIGN		SAND HOSE		2ND OPERATOR	
OTHER DEFECTS		COAL SHOVEL		3RD OPERATOR	
		SNOW SHOVEL			
		SHORT SWITCH ROD			
		LONG SWITCH ROD			
		FENDERS			
		GRAB HANDLE			

Repaired by.....

Inside rear cover: On a foggy February 19, 1951, a St. Paul bound PCC passes Minneapolis City Hall on 5th Street.
Minneapolis Star-Tribune photo, Minnesota Historical Society collection

Rear cover: This large sign on University Avenue at Emerald Street used to mark the St. Paul city limits. In the background is the Prospect Park water tower.
St. Paul Pioneer Press photo, Minnesota Historical Society collection



